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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 365

日二初月五年二十二精光

FRIDAY, JUNE 12, 1896.

五拜禮 號二十月六年英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCACHIE, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.
G. B. Dodwell, Esq., D. R. Sassoon, Esq.
M. D. Ezekiel, Esq., R. Shewan, Esq.
R. M. Gray, Esq., N. A. Sheehy, Esq.

CHIEF MANAGER:
Hongkong, T. JACKSON, Esq.

Shanghai—J. P. WARD, Esq., Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1896. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [12]

**THE NATIONAL BANK OF CHINA,
LIMITED.**

Authorized Capital \$1,000,000
Subscribed Capital \$500,000
HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq., Chow Tung Shing, Esq.
H. Stalder, Esq., Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hankow, 20th October, 1895. [7]

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED \$1,125,000
PAID-UP \$625,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the daily balance.

ON NEW FIXED DEPOSITS:
For 12 Months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895. [8]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$300,000
RESERVE LIABILITY OF SHARE.
HOLDERS \$300,000
RESERVE FUND \$355,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [13]

**THE HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE is hereby given that an
EXTRAORDINARY GENERAL
MEETING of the above COMPANY will be held
at the COMPANY'S OFFICE, No. 14, Praya
Central, Hongkong, on MONDAY, the 22nd
day of June, 1896, at 3 o'clock P.M., when
the Subjunct Resolution will be proposed.
That the Articles of Association be altered in
manner following:

(a) Paragraph 10 of Article 2, which now
reads as follows: "Auditors, Secretary,
and Manager mean those respective
"Officers from time to time of the
"Company" and the marginal note of the
"same paragraph shall be cancelled, and
in lieu thereof the following marginal
note and paragraph shall be
inserted, that is to say:
"Chief Manager
"Secretary
"and Auditors"

(b) In Article 69 the words "One Thousand
Dollars" shall be eliminated and there
shall be substituted therefor the words
"Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager"
shall be substituted for the word
"Manager."

(d) In Article 72 and in the marginal note
thereof the word "Manager" where it
occurs, shall be eliminated and the
words "Chief Manager" shall be
substituted therefor.

(e) At the end of Articles 83 and 84 by there
shall be added the words: "or, Chief
Manager."

Should the above Resolution be duly passed
it will be submitted for confirmation as a Special
Resolution, to a second Extraordinary General
Meeting which will be subsequently convened.
Dated the 10th day of June, 1896.

By Order of the Board,
THOS. L. ROSE,
Secretary.

Insurances.

THE
STANDARD LIFE ASSURANCE
COMPANY

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to \$3,886,402 Sig. The premiums are
moderate; and all modern features consistent
with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896. [164]

**THE COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.**

TYPHOON INSURANCE.

THE above COMPANY are prepared to
ACCEPT RISKS ON BUILDINGS against
LOSS or DAMAGE by TYPHOONS at
Moderate Rates.

For Particulars apply to
WM. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.

Hongkong, 8th June, 1896. [194]

**EMPEROR ASSURANCE CORPORATION,
LIMITED.**

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896. [742]

**THE MANCHESTER FIRE ASSURANCE
COMPANY.**

ESTABLISHED A.D. 1824.

CAPITAL \$2,000,000
TOTAL FUNDS AND SECURITY \$2,430,053
NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the
above COMPANY we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [1910]

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
COMPANY are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [134]

GENERAL NOTICE

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL, TAELS 600,000 \$833,333.33
EQUAL TO
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEL

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
HONGKONG, 15th December, 1895. [113]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
(LIMITED.)**

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
HONGKONG, 24th May, 1896. [247]

Intimations.

NOTICE.

A SPECIAL SESSION of HER
MAJESTY'S JUSTICES of the PEACE
will be held in the JUSTICES' ROOM, at the
MAGISTRACY, at 2.30 o'clock in the Afternoon
of WEDNESDAY, the 15th day of June, A.D. 1896,
for the purpose of considering an application
from one J. C. L. ROUGH for the Transfer of
his Publican's License to Sell and Retail Intoxicating
Liquors on the Premises situate at houses
Nos. 38 and 39, Praya East, under the sign of
"THE PRAYA EAST HOTEL," to one JOHN
ALEXANDER DREWES.

WM. C. H. HASTINGS,
Acting Police Magistrate.

Magistracy,
Hongkong, 4th June, 1896. [1042]

**THE HONGKONG ELECTRIC COMPANY,
LIMITED.**

NOTICE is hereby given that the
SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in the
above COMPANY will be held at the COMPANY'S
OFFICE, No. 27, Queen's Road, on SATURDAY,
the 20th June, at NOON, for the purpose of
presenting the Report of the Directors, together
with a Statement of Accounts to 30th April,
1896, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th June,
both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, 2nd June, 1896. [1013]

WANTED.

EMPLOYMENT in a MERCANTILE
OFFICE by a YOUNG GENTLEMAN
who speaks and writes ENGLISH, FRENCH and
GERMAN fluently.

Address X 125,
c/o Hongkong Telegraph Office,
Hongkong, 2nd June, 1896. [1010]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI ... Fokow ... F. J. Cole ... 10 A.M., 13th June. Freight or Passage.
LONDON, via ... R. L. Haddock, R.N.R. ... About 17th June. ... Freight or Passage.
Marseilles ... G. K. Wright, R.N.R. ... Noon, 18th June. ... See Special Advertisement.
LONDON, &c. ... C. H. S. Tocque, R.N.R. ... Noon, 19th June. ... Freight or Passage.
Yokohama ... T. Leigh ... About 27th June. ... Freight or Passage.
For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 12th June, 1896. [431]

THE
CLUB HOTEL
5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision
of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [160]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.
BRASSEY'S NAVAL ANNUAL.
Catalogue Salon Illustré—1896.
Figaro Salon—1896.
Illustration Salon.
Rome, par Emile Zola.
Graphic Special Academy Numbers.
ROYAL ACADEMY PICTURES.
Tourist's Guide to Japan.
Stranger's Hand-Book to the Japanese
Language.
Japanese Fairy Tales.
New Stock Silurian Note Paper and Envelopes.
BOOKS, STATIONERY and FANCY GOODS.

WAREHOUSE:—QUEEN'S ROAD, HONGKONG.

Hongkong, 11th June, 1896. [1899]

BILLIARDS

AT THE HOTEL
THREE PRIZES.

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India.
This BUTTER is guaranteed PURE and of THE FINEST QUALITY.

RETAIL PRICE—80 Cents per lb.

THE HONGKONG BUTCHERY,
CENTRAL MARKET.

Hongkong, 1st June, 1896. [140]

MOUNT AUSTIN
HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"Excelsior," HONGKONG.

A. B. C. Code. No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL. [16]

Hongkong, 27th July, 1895.

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 5 per cent. more IRON CARBONATE
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—

FLETCHER & CO.
CARMICHAEL & CO.

[101]

Intimations.

BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager. [130]

EXPLOSION IMPOSSIBLE.

IASTRAM'S PATENT

GOLDEN MEDAL

PETROLEUM ENGINES.

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED. [17]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.

do " " quart \$33 " "

SHEWAN & Co.,
Agents.

Hongkong, 15th May, 1895. [1803]

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER

PRICE:—

\$10.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.

Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office:—8, D'Aguilar Street, Hongkong.

For price and terms apply to
THE MANAGER.

Hongkong, 22nd January, 1896. [1918]

LANE, CRAWFORD & CO.

NEW GOODS:—"ADEN," "PARKING," &c.

TABLE, DAMASK and CLOTHS.

NEW BARATHEA and ALMA—DUCK and DRILL—TROPICALS and LAWN TENNIS
FLANNELS.

THIN MATERIAL for DRESS SUITS.

LINCOLN and BENNETT'S HATS.

DAWSON'S SUMMER SHOES.

The Newest Music—in the NEW PIANO DEPARTMENT, which is ready for Visitors.

NEW SOFA CARPETS and TAPESTRY SQUARES.

COOKING STOVES—"ADRESS," "HOSTESS," "SIGNORA," &c.

STORES, WINES, &c., for BOATING PARTIES, &c.

LANE, CRAWFORD & CO.

Hongkong, 2nd June, 1896. [1973]

AERATED WATERS.

"AQUARIUS."

"ROSBACH."

ESTD. 1864.

TELEPHONE—75.

SOLE AGENTS:—

CALDBECK, MACGREGOR & Co.,

WINE and SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 2nd June, 1896.

IND COOPE & CO'S

ALE AND STOUT

IS LIGHTER IN BODY AND OF LESS ALCOHOLIC

STRENGTH THAN MOST ENGLISH BREWS.

TRADE MARK.

Hong Name:—
YUEN W. O.

TELEPHONE, No. 135.

SOLE AGENTS:—

GANDE PRICE & CO.,

WINE and SPIRIT MERCHANTS.

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th June, 1896. [1401]

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE LONG RANGE 'CUP' and SPOONS will be competed for TO-MORROW (SATURDAY), the 13th instant, over the 700 and 800 yards distances, under usual conditions. Firing to commence at 2.45 P.M.

F. SMYTH,
Honorary Secretary.
Hongkong, 12th June, 1896. [970]

PUBLIC AUCTION.

THIRD CLEARANCE SALE OF THE HONGKONG TRADING CO.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION ON THURSDAY, the 18th June, 1896, commencing at 2.30 P.M.

HONGKONG TRADING CO.'S PREMISES, THE REMAINING STOCK-IN-TRADE OF LADIES' DRAPERY GOODS, &c.,

Comprising—
WOOLLEN DRESS MATERIALS, PRINTS, LAUNDS, EVENING DRESS GOODS, LACE, RIBBONS, COLLARS, and SETS, SUNSHADES, FANS, SILK SASHES, TRIMMINGS, FLOWERS, FEATHERS, DRESS ORNAMENTS, HOSIERY, BOOTS, SHOES, HATS, HABERDASHERY, &c., &c.

Catalogues issued prior to Sale. On View from WEDNESDAY, the 17th June. TERMS OF SALE—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 12th June, 1896. [967]

CHINA NAVIGATION COMPANY, LIMITED, FOR MANILA (DIRECT).

THE Steamship

"SUNGKIANG," Captain C. B. N. Dodd, will be despatched on SUNDAY, the 14th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1896. [964]

FOR YOKOHAMA AND KOBE.

THE Steamship

"MACDUFF," Captain Thomson, will be despatched on MONDAY, the 15th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1896. [932]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain R. Cass, will be despatched as above on TUESDAY, the 16th instant, at Noon, instead of as previously advertised. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th June, 1896. [945]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH," Captain Quail, will be despatched on WEDNESDAY, the 17th instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1896. [915]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"GISELA," Captain Grisono, will leave for the above places on THURSDAY, the 18th instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 10th June, 1896. [968]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGARRY," Captain Ferguson, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 12th June, 1896. [929]

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANKOW," Captain Orr, will be despatched for the above Port on SATURDAY, the 27th instant, at Noon. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 12th June, 1896. [969]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Chartered Steamer

"BALMORAL," Captain McRitchie, will be despatched for the above Ports on or about the 7th July.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, 12th June, 1896. [955]

Today's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., *ex S.S. Aradale*.
From Italy, *ex S.S. Ganges*.
From Australia, *ex S.S. Oceana*.
From Persian Gulf, *ex B. I. S. N. Co. and Bombay Persian S. N. Co.'s Steamers*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 18th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the Under- signed on or before the 20th instant, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 12th June, 1896. [437]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Under- signed before Noon on the 22nd instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 20th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 12th June, 1896. [966]

TO LET.

DWELLING HOUSES—

HOUSES IN RIVINGTON TERRACE.

FIRST FLOOR, No. 4, BLUE BUILDINGS.

No. 2, MAGDALENE TERRACE—

MAGDALENE GAP.

"TULLA B'G" (BUNGALOW)—

MAGDALENE GAP.

TOP FLOOR of No. 1, BLUE BUILDINGS—Furnished or Unfurnished.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th June, 1896. [17]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd May, 1896. [427]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

Intimations.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896. [6]

BIRTH.

On the 5th May, Wurzburg, Bavaria, the wife of Baron VON SIEBOLD, of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 12, 1896.

(Special to Hongkong Telegraph.)

TELEGRAMS.

STEAMERS ASHORE!

The steamships *Kuangle*, outward bound, and the *Kuangle*, inward bound, struck a rock off one of the islands forming the Chinese group. The *Kuangle* has arrived and is now in dock. Her forefoot has been carried away, but the cargo was not damaged. The *Kuangle* is anchored safely near Raffles Island, with fourteen feet of water in her hold. The tug *Sampson* has been sent from here to her assistance with pumping gear.

The Nippon Yusen Kaisha's liner *Sasuma Maru* to-day ran ashore near the Kluatan lightship, in thick weather. She got off at high tide and proceeded to Nagasaki.

Later.

A telegram from Gutzlaff states that it is probable the *Kuangle* will be able to return to Shanghai to-morrow, with the assistance of the *Sampson*.

THE KIRIN OUTRAGE.

SIR CLAUDE MACDONALD SCORES AGAIN!

News to hand from Peking is to the effect that the Prefect of Kirin, who in December last caused a Chinaman to be cast into prison and savagely flogged because he sold a piece of land, his own property, to British Missionaries (Dr. Greig and Mr. Crawford), had, in conformity with the urgent demands of the British Minister, Sir Claude MacDonald, been degraded and the order therefor will be published in the *Peking Gazette*.

AN IMPERIAL TRIBUTE TO THE RED CROSS SOCIETY.

The members of the medical profession who organized a special detachment of the Red Cross Society and rendered valuable aid to wounded Chinese during and after the recent war, notably after the fall of Newchwang, have been decorated, by Imperial command, with the Blue Button and the Order of the Double Dragon.

REUTERS' MESSAGES.

THE PRESIDENTIAL ELECTION.

LONDON, June 10th.

Mr. McKinley's managers declare that he is a determined upholder of the Gold Standard.

[At the Indiana Republican Convention held at Indianapolis on the 7th ultimo the nomination of Mr. McKinley was unanimously approved, and the following resolution adopted amidst the wildest enthusiasm:—We believe in a liberal construction of our pension laws, and condemn the unjust and unfair policy of the present administration in depriving ex-soldiers of their pensions without notice and without a hearing upon charges filed against them. Believing as we do in a protective tariff as the leading issue before the people, we favour the nomination for President of the United States of the man who perfectly represents the protective tariff and the cardinal principles of the Republican party, the man who has devoted his life to the defence of his country in war and in peace; one who, at 17, fought with Hayes and Crook and Sheridan at Antietam and at Shenandoah in defence of our flag against loss within, and for fourteen years in Congress contended against our country's foes from without, beating back British free trade and aggression, which finally, under the present Democratic administration, obtained possession of our markets and has almost destroyed our industries; the man who, with the relentless Shibboleth, protection and prosperity, has challenged the attention of the commercial world and won the support of every patriotic working man of our country; whose life and work open as a book, are in themselves a platform, and whose very name is magic—this loyal American soldier, statesman, and Christian gentleman, William McKinley of Ohio, and the delegates to the Republican National Convention, selected by this body, are directed to cast their vote for William McKinley as frequently and continuously as there is any hope of his nomination.]

The State of California has also decided to use its influence on behalf of Mr. McKinley. The *L. & C. Express* to hand this morning has the following comment upon the feeling in England for Mr. McKinley's chances for the Presidency:—Mr. McKinley's nomination, which is now regarded as certain, causes much anxiety in financial and business circles, partly because of his unsatisfactory attitude on the currency question, but more, says a New York correspondent, because his election would mark the beginning of a new period of tariff agitation. It is likely that both political parties will demand adherence to the gold standard in their Presidential platforms, and if this is done the candidates of both will pledge themselves to the same way. This will eliminate the silver and currency question from the campaign and leave McKinleyism, or a higher tariff, the chief issue. If Mr. McKinley is elected on that, his party would seek to enact a new tariff, but could not begin operations till the new Congress should meet a year from next November. If the Republicans should control the Lower House, and pass a higher tariff Bill, it will be blocked by the silver men in the Senate, for they will have a majority of that body. They will not let it pass unless they get in return some form of silver legislation. It is this outlook, prolonged and indefinite agitation which alarms business men who say that if Mr. McKinley is elected the country will enter a period of business uncertainty which may last several years, to the great detriment of trade and industry. While Mr. McKinley's election now seems probable, it is by no means certain. There is a great wave of popular sentiment behind him, but the Conservative sentiment of the whole country, including that of Mr. McKinley's own party, looks with apprehension upon his candidacy. It is an open question whether he will be able to withstand the fierce controversy of a six months' campaign.]

THE SOUTHERN VICTORIES.

In the late actions at Firket and Sudaia forty-five of the principal Mahdist Emirs were killed, wounded, and captured. A large quantity of cattle, stores, and treasure was also captured by the Egyptian forces.

LOCAL AND GENERAL.

THREE cases of cholera were reported in Singapore on the 9th inst.

THERE was only one case of plague reported to-day—from the city.

INSPECTOR MANN, accompanied by Mrs. Mann and two children, returned from home leave by the mail this morning.

MR. ARTHUR HOLYFORD GOWER, who was elected an underwriting member of Lloyd's in 1883, retired on the 6th inst.

THE Straits Settlements Civil Service List for 1896 was issued on the 5th inst. It is prefaced by a short history of the Settlements.

THE famine in Tonkin continues to decrease. Rice is now imported in large quantities at Tonkin ports day free, both from Hongkong and Cebu-China.

THE Royal Dutch Oil Company, producers of the well-known "Crown" Langkat Oil, has declared a dividend for 1895 of 44 per cent. Shares have risen to over 500 per cent. premium.

MR. G. P. OWEN has resigned the post of Secretary to the Singapore Cricket Club; the resignation is, according to the *Straits Times*, on account of differences with the Committee.

By the invitation of the Hongkong agents, Messrs. Arnhold, Karberg & Co., the Rikmers magnificent new liner *Maria Rickmers* was this afternoon opened to inspection, a well attended reception being held on board.

THE gambling case again occupied the attention of the Police Magistrate this morning, Inspector Quincey, in his evidence, giving a detailed account of the method of playing *pat-kow*. The hearing was again adjourned until Monday next.

WE learn that the Sikh constable lately reported in these columns as having struck a Chinese youth who was looking at the Queen's Statue, has been fined \$5 by the Captain Superintendent of the Police, besides being severely reprimanded.

SEVERAL days ago a *foxt* of a Winglee Street firm was given \$3,000 by his master to convey to the Bank. He lost it, according to his account, on the way, but Captain Hastings found sufficient reason to commit him for trial at the next Sessions for stealing it.

MR. E. Robinson this morning applied to the Police Magistrate for a rehearing of the case against the contractor lately sentenced to four months' hard for squandering \$2 on pretence of "squaring" the Sanitary Board people. This being refused he gave notice of an appeal on points both of law and of fact.

THE following programme will be played by the Band of the Hongkong Regiment in the Public Gardens to-morrow, commencing at 5 p.m., weather permitting.

March—*"Agua da"*—Thompson.
Overture—*"The Day"*—O. M. Ziehrer.
Valse—*"Wanderer"*—O. M. Ziehrer.
Selection—*"An Artist's Model"*—Widely Jones.
Valse—*"Dance"*—Widely Jones.
Selection—*"Barnack Room Talk"*—F. O'Boe.
Dance—*"Conquies"*—Punch and Judy—B. Baggitt.

WITH reference to the American project for the laying of a submarine cable between Japan and the American Continent, Mr. Sakatani Yoshio is reported to be considering what steps should be taken to ensure to Japan a share in the undertaking. The proposal to allow the undertaking to be monopolised by the United States is said to be regarded with disfavour. The matter is to be brought forward at the next meeting of the Japan Economic Society.

MEMORANDA.

TO-MORROW, 13th June.

2.30 p.m.—Auction of ladies' drapery goods, &c., at the Hongkong Trading Co.'s premises, by Mr. G. P. Lammert.

3 p.m.—Rifle Brigade Battalion Regatta, at Bay View.

5.30 p.m.—By kind permission of Major Retzlaff and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

NEWS BY THE ENGLISH MAIL.

LONDON, May 19th.

Mr. Hugh C. Clifford, Straits Settlements, has been elected a Fellow of the Royal Colonial Institute.

Sir William Maxwell, Governor of the Gold Coast Colony, arrived at Walsingham House, Piccadilly, on 10th inst., from Liverpool.

Sir Halliday Macartney, the English Secretary to the Chinese Legation, paid a long visit to the Foreign Office yesterday.

A chess match between two teams of a hundred players each, representing the North and South of London respectively, was played at the Cannon Street Hotel on 9th inst. The North won by 57½ to 41½.

The Donauweibchen Cup race is apparently still having its results in New York, for Mr. H. M. Kester, the well-known agent of the White Star Line there, and Lord Dunsen's representative, has just resigned his membership of the New York Yacht Club, of which he has been a member since 1891.

Friedrich von Herking, hitherto German Consul-General for Egypt, has been ordered to replace Freiherr Schenck zu Schweinfurt as Imperial Ambassador at the Celestial Court of Peking, while Herr von Schenck is to go as Ambassador to Tangier.

Professor Langley, secretary of the Smithsonian Institution at Washington, is said to have at last invented a rationally constructed flying machine. He calls it an "aërodrome." Two upward ascents of about half a mile were made at a speed of twenty miles an hour. The machine in motion suggests a huge bird, soaring in large curves. When the steam gave out, the aërodrome sank gracefully and was picked up undamaged.

Sir Matthew White Ridley, who is not quite so slim as he once was, is learning the bicycle. He is not yet sufficiently advanced to take his place among the wheelers along the macadam from the Achilles statue. He learns in secret; it is not meet that the spectacle of a wobbling Home Secretary should be observed by any one but a bicycle instructor, accustomed to hold stout and middle-aged gentlemen in the saddle. He is, however, for one of his weight, making quick progress.

China must have railways—railways striking from the Treaty Ports and intersecting the vast landward wastes, one of the London financial papers. Of that there can be no mistake, and we shall not be suspected of challenging the evident proposition in suggesting that the railway lines which the Peking authorities are said to have sanctioned do not, either in their route, the proposed methods of construction, or the conditions attached to them by the Imperial Office, realise the hopes of those who believed that the awakening of Peking would be followed by measures for the opening up of China.

Mr. Henri Cornhill, the eminent biometrist and collector of Japanese curios, died on 11th inst. at Mentone, where he had been staying since the end of January. Born at Milan in 1827 of a wealthy old Lombard family, he was sent to the University of Pavia, where he graduated in 1842. He was ardently in favour of the emancipation of Italy from the Austrian yoke. On the capitulation of Rome to the French he was tried by a French court-martial, when he made an eloquent defence and was acquitted. He then came to Paris and started in business as a banker, soon gaining a large fortune. He was also a shareholder in the *Suez*, then the chief and dominant paper. On the publication of 1870 he was elected, he subscribed 100,000 fr. to a fund for distributing voting papers inscribed "Non." Thereupon he was expelled from France. He retaliated by doubling his subscription.

A determined protest is likely to be forwarded to headquarters on the subject of the continuous non-appointment of a fourth judge for the Straits Settlements. Besides a provision in the Civil Law Ordinance of 1878 a resolution was passed in 1889 by the then judges, that a fourth judge was necessary owing to the increase of work, and a fourth appointment was accordingly made, and four judges continued till about three years ago. The work at the present time in all the Settlements is proved by statistics to be far greater than it was in 1885, and the increase is common to all branches of work, not only in open court, but also that which comes before the judges in chambers; in fact, it has increased three or four fold. If the reason applied then, how much more is it applicable at the present time? and the result of there being a smaller judicial staff to administer it will eventually in the years swelling to such an extent that they will become totally non-manageable.

We (*L. & C. Express*) are not yet in possession of the details of the case against the captain and doctor of the German mail steamer, *Bohnstallern*, sentenced for being within a port in Hongkong with photographic apparatus. The decision of the Court, however, seems peculiar. A few months ago, for virtually the same offence, two Russian naval officers were sentenced to comparatively small fines, which, if the offence was proved, were inadequate. The present sentence of three months' hard labour seems unnecessarily severe, and to have erred in the opposite direction. No wonder, then, are told public opinion in the colony is against the sentence, or that it has created painful astonishment in Berlin.

Some time ago a proposal was made by two or three energetic ladies to found a Masonic Lodge exclusively for women, because male Masons resolutely refused to permit them to participate in their secrets or to join the recognised order. The idea does not seem to have fructified, for no lodge of the kind has yet been established. Now the sisters who are determined to become Freemasons of some kind or other have started on another tack, instead of founding an order which should have as its patron the Queen of Sheba, and be provided with genuine secrets which ladies could safely tell each other, they propose to claim admission into the regular ranks of the English Order of Freem

of the importation to Shanghai from Manchester non-chopped piece goods, I have ascertained that the sheethings in question were ordered by a firm of good standing, whose manager at the time, being new to the business, accepted the order from Chinese dealers without being at all aware of the fraudulent purpose for which they were required. The importers have given this Chamber an assurance that there will be no repetition of such a transaction.—I am, &c., A. P. MacLennan, Chairman.

NAVAL ITEMS.

It is announced that Vice-Admiral Sir E. R. Fremantle has been appointed Naval Commander-in-Chief at Devonport, in succession to Admiral Sir Algernon Lyons.

The following appointments have been made at the Admiralty:—Lieutenant Francis Hart to the *Grafton*; Sub-Lieutenant E. B. Compton to the *Centurion*; James W. Fyfe (acting probationary) to the *Grafton*; and James S. Wilde (R.N.R.) to the *Grafton*.

The German Government has forwarded an expression of its thanks to Captain V. de V. Hamilton, late in command of the first-class cruiser *Grafton*, now lying at Chatham, and the officers and crew, for rescuing the officers and crew of the German steamer *Neapel*, which had foundered after striking upon the rocks off Gallier, on the Algerian coast, early in April. The *Grafton* landed the shipwrecked crew in England.

Commander Arthur Wymouth has left England to join the flag ship, the *China* Station. This officer has probably done much time on shore than any other of his age and standing in the Service and the Admiralty must have been very keenly alive to his capacities and knowledge to have allowed him to hold appointments at Whale Island and the Ordnance Department at Whitehall for so long. Commander Wymouth has had a remarkable amount of experience in administration of the gunnery work of the Navy, and when his period of service in China expires we shall doubtless see him settled at Portsmouth or Whitehall again.

Rear-Admiral Orley, who is to be second in command of the *China* Squadron, will have Lieutenant Bowden-Smith as flag lieutenant, and Captain Edward P. Jones as his captain. He will sail in the *Grafton*, which relieves the *Edgar*, her sister ship. In view of the fact that the *Grafton*, first-class cruiser, is to be a flag ship, her crew will be increased to 462 officers and men. A contemporary says:—Admiral Orley was remarkable while a commander for his unpopularity with his juniors, but since his promotion to the higher ranks all this has been changed, and he has been as much liked as a captain as he is probably liked as an admiral. Admiral Orley's appointment may be regarded as an official recognition of the increasing importance of our interest in the Far East, for it is thirty-six years since we had a second Admiral on the *China* Station. At that time the appointment was held by the late Admiral Jones, whose flag was borne in the old *Imperial*, a 51-gun frigate, and who had for his flag lieutenant his nephew, the present Vice-Admiral Loftus F. Jones.

The Emperor Nicholas was present on 12th inst. at the laying down of the keel of the new sea-going gunboat *Gulnik* and the launching of the ironclad Admiral *Apraksin*. Subsequently the new first-class cruiser *Rurik* was launched at the Baltic Dock. The *Rurik* is the longest vessel ever launched on the *Neva*, and the largest Russian ship of the kind afloat. As a matter of fact, she ranks first only after the English *Powerful* and *Terrible*, which are about 14,000 tons. The *Rurik* is more or less a copy of the *Rurik*, but larger and more powerful. The *Rurik* is 126 ft. long, with 10,933 tons displacement. The *Rurik* is 464 ft. between perpendiculars, with a displacement of 12,105 tons. Including the ram, the full length of the *Rurik* is over 480 ft., and her greatest breadth over all is 68 ft. The *Rurik*'s coal-carrying capacity is 4,500 tons. Her triple-expansion engine, made at the Baltic works, is of 17,000 indicated horsepower, and her expected speed is 19 knots. The boilers, thirty-two in number, are of the Belleville type, made in France. The armour plates of the hull are made at the Carnegie Mills in America. The cruiser has a double bottom and 140 water-tight compartments, and carries 14 different boats, including steam-launches. Her armament will consist of six 6-in., five 4-in., and 37-millimetre guns, besides torpedoes. The *Rurik*, however, is to be followed by a still larger cruiser of similar type. It is intended to lay down one of 14,000 tons, which is to be the largest and most powerful cruiser in the world. The *Rurik* was launched in England by the building of the *Terrible* and *Magnificent*. The Russian rejoinder is the construction of the *Rurik* and the larger one now projected, besides the two first-class ironclads laid down last year. The following are particulars of the other ship launched, the *Apraksin*:—Displacement, 4,120 tons; length, 278 ft.; beam, 24 ft.; draught, 12 ft.; speed, 19 knots; armament, 10,000 indicated horsepower. She will be armed for 177 ft. of her length, with plates 10 in. thick in the centre of the vessel, gradually lessening in thickness towards the stem and stern. She will carry four 6-in. guns in revolving turrets and 24 various rapid-firing guns, besides torpedoes, for which there are four dischargers.

THE REFORM MOVEMENT.

[Singapore Free Press, June 5th.]

We are glad to note that the question of the condition of local government at Hongkong has at last evoked a despatch from Mr. Chamberlain. What the text of the despatch may be we cannot yet tell, but from the words of the telegram it would be justifiable to infer that a concession has been made as to additional unofficial representation to the Council, though it is unlikely that that will go so far as the creation of an unofficial majority.

[Straits Times, June 5th.]

The Secretary of State for the Colonies has replied, in despatch, to the petition of the Hongkong ratepayers regarding the appointment of additional unofficial members in the Legislative Council. It will be remembered that Mr. T. H. Whitehead, while at home recently, interviewed the Colonial Office on this subject, and urged with eloquence and persuasion the claims of Hongkong to either an unofficial majority at the Legislative Council, or the constitution of a Municipality that should control the local affairs that are now in the hands of the Government. Hongkong does not care very much which privilege is granted; in fact, a recent ballot taken on a kindred subject would seem to show that the Hongkongers now desire most strongly is the unofficial control of its purely local affairs. To-day's telegram does not enlighten us as to the tenor of the despatch that has been sent. There can be little or no doubt, however, that the desire of Hongkong for an unofficial majority in the Council will be done. There are many constitutional reasons, that we have frequently reiterated, which make such a concession impossible from an Imperial point of view. The Colonial Office is impeded in its policy, not so much by the Hongkongers, as by the British public.

A BRITISH STATESMAN'S PROPHECY.

IS IT NEARING FULFILLMENT?

RUSSIA DOMINANT, A MENACE TO CHRISTIANITY.

The Hon. Ashbel Smith, of Texas, who died a few years ago at an advanced age, was one of the prominent actors in the early history of that State. He was a man of extensive learning, and especially careful and accurate in his statements. He graduated at Yale College, and studied medicine, finishing his course in Paris. Returning home he went to Texas, and was active in her struggle for independence. He was sent as Minister of the Texas Republic to the Courts of England and France, and was familiar with the diplomatic relations of those two countries at that time. He was on terms of considerable intimacy with several of the leading French and English statesmen of the day. He had in his possession enormous documents and notes concerning the events in which he was personally or officially active. After the admission of Texas to the United States he was Secretary of State and closely associated with General Houston. During the Civil War he was a colonel in the Confederate Army.

In 1877, when I took charge of the First Presbyterian Church of Houston, Texas, he lived on his plantation, a few miles below the city, but was a frequent visitor to one of my children, the late E. H. Cushing, and attended my church when on his visits. Thus I came to know him somewhat intimately. In that year the Russo-Turkish war began, and there was great interest among the more thoughtful people of my congregation in the result of the conflict. Nearly all of my friends, and especially my ministerial brethren, were warmly in favour of Russia, regarding her as the vindicator of Christianity against Mohammedanism, and as God's chosen people. They were bitter in their condemnation of the treaty of San Stefano, and prevented Russian control of Constantinople. They believed that Great Britain had, for her own selfish ends, interfered with Russia's laudable effort to advance Christianity; that by delaying the downfall of the Turkish Empire the highest interest of Christ's Kingdom had been set aside, if not trampled under foot.

I could not see the meaning and merits of the struggle as my associates did. While I abhorred the Turkish despotism and was indignant at its atrocities against Christians; while its barbaric rule also excited my vengeance, and I should have rejoiced in its utter overthrow, yet I had no confidence in Russia's sincerity, believing that she was cloaking her political ambitions under a pretence of zeal for Christianity. I believed that her success would be but the substitution of one tyranny for that very powerful, for another tyranny which was comparatively weak; that the Turk could be forced to behave until the time should come to drive him out of Europe; but that if Russia got her wishes she would be able to do as she pleased without regard to the other European powers. To give her the control of Constantinople would be giving to a mighty despot the key of the world to open or close the nations at her own will. The history of Russia and her ideals seemed to me to indicate that she would persecute any form of genuine Christianity which did not conform to her ideas and policy. Her recent dealings with Poland were proof to my mind of a barbarism as cruel as that of the Turk, and as thoroughly opposed to civil liberty. In a word I believed that Russia dominant would be the most serious menace to real Christianity.

Our discussions were frequent as the war progressed, and I was generally largely in the minority. But on one of our occasions Colonel Smith came to my assistance, and gave the weight of his opinion on my side of the question. It was then he gave to us the following account, which after this long introduction I shall repeat.

While he represented the Republic of Texas abroad his business required him to pass and re-pass frequently between London and Paris. Once, during his stay in London, I think in the year 1840, quite a number of Americans, connected with the diplomatic service in various parts of Europe, happened to be in the city. There was a kind of informal banquet at which only the Americans and English were present. He was there, giving wonderful charm to the conversation by his grace of manner and speech. There was a good deal of speech-making as the evening wore on, most of it pleasant banter, each boasting of his own nation, and making sly hits at the other. Lord Palmerston was the last to speak. For a while he indulged in the prevailing tone of pleasant banter, but after a while he fell into a far more serious strain. He spoke with earnestness of the importance of closest friendship between the two great English-speaking nations, and how helpful they could be to each other. He said that men in their position could see, if they would look far more in the political situation than appeared on the surface. He looked with apprehension to the future. He believed that before the close of the nineteenth century the most gigantic war in the annals of the world would be precipitated on the nations. In that war it would not be a struggle for territory nor for mere commercial advantage; but it would be a contest of ideas of opposing principles. It would be a contest between absolutism and constitutional government; between despotism and liberty—whether the people should rule or the will of one man or class should be the law. In that conflict, said he, Russia, by the necessities of the case, must lead the forces of absolutism, and most of the organized Governments of Europe will support her. The Car stands for personal authority in its boldest form. By a like necessity England must lead the forces that strive for constitutional freedom, for civil and religious liberty. He sadly confessed that his own country had not been true to her ideals, had often been unscrupulous and oppressive in advancing her interests; yet wherever she had gone and established her rule, there she had established free institutions, and had given to the conquered people the benefits of her own civilization as rapidly as they could receive them. She established order and administered justice according to law. He then said, with great solemnity, "In that terrible conflict, I believe liberty will win. In England, standing almost alone among the nations of Europe, will be pressed and strained beyond any past experience. Her resources will be tried to the utmost, and if in her extremity she cannot reach forth her hand to her mighty daughter beyond the Atlantic and receive help and encouragement, then was to the hopes of the world for civil and religious liberty. If the forces of freedom be not united, ruin is certain."

Colonel Smith told me that the company broke up and each went his way in a serious mood and that he was so impressed with the solemnity of the speaker's manner and his prophecies that he took careful note of the address, and remembered almost its every word. Since I heard this report of the incident I have been more than ever interested in the struggle between these two representative powers, watching the steady advance of Russia to the place where the peace of the world is in her keeping.—*Private Edition*

TRADE BETWEEN THE STRAITS AND THE MOTHER COUNTRY.

WHAT THE SINGAPORE CHAMBER OF COMMERCE IS DOING.

IT STANDS FOR FREE TRADE.

SINGAPORE, June 5th. One of the most important questions for discussion at the Congress of Chambers of Commerce to the Empire to be held in London this month is that of the "Commercial Relations between the Mother Country and Her Colonies and Dependencies."

This question was debated at the last Congress in 1892, when the Australian and Canadian delegates made a strong endeavour to commit the Congress to a decision favourable to the policy of imposing differential duties in the Mother Country in favour of her Colonies and against the foreigners—the Colonies undertaking to reciprocate by imposing duties favourable to the Mother Country. The Congress, by a majority of votes, refused to be committed to this policy, and voted in favour of "Free Trade."

The interests of this Colony (the Straits) are very clearly in favour of the latter: the facilities and freedom from interference which have to a large extent created her trade are more than ever necessary, in these days of increasing competition, to its maintenance, and the Singapore Chamber of Commerce has taken care that the interests of Singapore in this important question will be adequately represented at the coming Congress.—*Communicated to the "Straits Times."*

THE RUSSIANS AT CHEFOO.

(Proceedings in the House of Commons on the 14th May.)

Mr. MOON asked the Under Secretary for Foreign Affairs whether certain land at the Treaty Port of Chefoo, claimed by right of pre-emption, or possession, by British subjects, had been recently occupied by or on behalf of Russian subjects or the Russian Government, and if so, whether he could give any further details in the matter?

Mr. O'KELLY and Sir E. ASHMEAD-BARTLETT also asked similar questions. Mr. CURZON.—No information of any occupation by Russia of Chefoo has reached Her Majesty's Government. What has happened is as follows:—According to information received from Her Majesty's Minister at Peking a concession has been granted to a Russian firm at Chefoo by which certain British riparian owners consider their vested rights to have been infringed. The Chinese Government have been warned that they cannot include in such a concession lands or houses belonging to British subjects unless the latter agree to be so included or accept compensation for the surrender of their rights, and Her Majesty's Minister has informed the Tsung-li Yamen that they will be held responsible for all injury to British vested interests.

Mr. MOON.—When may a reply be expected either from the Tsung-li Yamen or from Her Majesty's representative at Peking? Mr. CURZON.—I am afraid I cannot give any answer to that inquiry. I have no doubt Her Majesty's representative at Peking will give an answer as soon as he can, but the Tsung-li Yamen is a very different matter. (Laughter.)

A correspondent, who writes over the *non-dramatic* "Shanghai," has addressed *The Times* on the above subject as follows:—

"There is no British concession at Chefoo in the sense of what is understood by the use of this word as applied to Canton, Hankow, and other ports where British concessions were provided under the Treaty of Commerce. It is more accurate to describe the foreign quarter at Chefoo as a settlement in the same manner as we speak of the Shanghai settlement, where there is no concession. The distinction between a British concession and a settlement is really very clear and plain. If the British Government were to concede to the Queen for a term of 999 years, and are, therefore, to all intents and purposes the same as British territory. "In earlier days none but British subjects could become what is called landholders, but this has since been modified, and we now find other nationalities are able to acquire land in our concessions, but under no circumstances is the privilege extended to Chinese, whereas in settlements such as Shanghai there is no hindrance to natives acquiring and occupying land within its limits."

"We find British and other subjects in possession of land by purchase at all the ports—at those where there is a concession, then outside the concessionary limits; at others, what may be described as settlement ports, such as Chefoo, Shanghai, etc., where no prescribed area for a concession exists, wherever they think fit as most suitable for business purposes. The title to such purchased land is a Chinese deed, which, being registered at the consulate of the buyer's nationality—British, German, or whatever he may be—has hitherto been considered absolutely good and indefeasible. It would appear as if Russia seeks to dispossess a British subject at Chefoo of land, premises, and riparian rights held under title-deeds such as now described."

"As we know, China will, under pressure, concede anything, whether they have the right or not to do so, and, as in this case, by so doing a difficulty between the great European Powers might be created, it is well to see with what alacrity the British Government are ready to proceed in the matter. It is to be hoped that the proceedings calculated in the end to bring us to a logjam with Russia. If the right of Russia to dispossess a British subject at Chefoo is established, then there is surely an equal right to apply the same process at Shanghai. I wonder what would be said or done if Russia requisitioned a place of land and river frontage at Shanghai—say, from Messrs Jardine, Matheson & Co. to the Custom House—as necessary for the requirements of their steamers. This sounds like an absurdity, but it is nevertheless an absolute possibility if the same thing can be done at Chefoo. This question now raised is of immense importance to all British subjects in China, as no pecuniary compensation can in some cases be adequate to the loss involved by eviction, which may deprive you of the means of carrying on your business."

In concluding an article on the case, which is full of inaccuracies and misconceptions that we need not repeat, *The Times* lays down the following maxims:—

"We have given the Chinese prodigious quantities of the best advice for a couple of generations. Sometimes, after long delay, it has proved effectual, but only at the times when it was supplemented by cannon, or, at the least, by a practical wisdom which we cannot best advise, and which we might do well to imitate, and which the preliminary exhibitions of superior force they go straight to the point. They tell China what they want, and in one form or another they show her that they mean to get it."

The result is that they do get what they want, and with the least possible amount of labour, and with the least possible risk of serious hostilities. China knows they are in earnest, and the yields accordingly. Until we install a similar conviction into the Mandarins we shall always come off second best while France and Russia are our rivals.

THE CORONATION OF THE TSAR.

The actual ceremony, says the *Vladivostok* (Moscow), occupies five hours, but twenty days are spent in immediate preparation for it and in the rejoicings which are to follow. The insignia of the Imperial power were to be sent from St. Petersburg in a special car, richly gilt and decorated, and accompanied by officials of high rank and a military escort, to Moscow. The Tsar and Tsarina would follow soon after, but would not enter the city till the 10th of June. The Imperial couple were to arrive at Moscow on May 6th (the Tsar's birthday), and lodge in the Petrovsky palace, near the city. On May 9th the Tsar and Tsarina were to enter the city in state, visit the three principal churches, and take part in the religious ceremonies. On May 10th and 11th the foreign ambassadors were to be received. On the 12th, 13th, and 14th the Imperial heralds ride through the city, proclaiming the approaching event, while the Tsar and his spouse pass these times in meditation and prayer.

The coronation took place yesterday (14th May), and in the forenoon the Tsar and Tsarina were to be crowned. Even after that there are to be grand receptions for some days, and the city will not regain its usual aspect until after May 26th, when the official ceremonies close with a great military parade. The Tsar has conferred with Count Woronzow-Dashkoff about the expenses of the coronation, and expressed his wish that it may be done at less cost to the country than formerly. The coronation of Tsar Alexander III. cost £3,000,000. In the opinion of the Court officials and Ministers of State it is, however, impossible to curtail the expenses; indeed, £2,400,000 is said to be the lowest computation. Some of the foreign governments have granted enormous sums to their representatives. France has put £60,000 at the disposal of her ambassador, Austria £14,000.—*Public Opinion.*

THE TRANSFER OF BRITISH SHIPPING TO FOREIGNERS.

IMPORTANT TO BRITISH SHIPOWNERS.

LONDON, May 15th.

We have frequently of late called attention to the rapid manner in which British tonnage is passing under foreign flags. Unfortunately there are not cases of English owners registering their vessels under a foreign flag for financial or other reasons, but the vessels themselves going boldly over to our foreign competitors. Since the 3rd April no less than forty-one vessels have been referred to in the "Shipping" column in *Patriot* as having passed in this way out of the hands of Englishmen. The matter is one well worthy of serious attention, not only by the Board of Trade, which is largely responsible for this change of ownership, but by owners, and particularly by seamen. Here are forty-one vessels which have been referred to in the "Shipping" column in *Patriot* as having passed in this way out of the hands of Englishmen. 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Auctions.

PUBLIC AUCTION.

SECOND CLEARANCE SALE OF THE HONGKONG TRADING CO.

LADIES' DRAPERY GOODS, &c.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 13th June, commencing at 2.30 P.M., at the PREMISES of the HONGKONG TRADING CO., THE ENTIRE STOCK OF LADIES' DRAPERY GOODS, &c., Consisting of—

SILKS, WOOL DRESS FABRICS, PRINTS, ZEPHYRS, UNDERWEAR, HOSIERY, BOOTS AND SHOES, LACES, RIBBONS, EMBROIDERIES, BABY LINEN, SUN HATS, SUNSHADES, SHAWLS, FANS, HATS, MILLINERY, FEATHERS, FLOWERS, HABERDASHERY, &c.

TERMS OF SALE—Cash on delivery.

Geo. P. LAMBERT, Auctioneer.

Hongkong, 12th June, 1896. [942]

GOVERNMENT NOTIFICATION.

No. 200.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 15th day of June, 1896, at 4 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 10th May, 1896. [943]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of June, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Register No.	Locality.	Boundary Measurements.	Containing	Approximate Area
1	179	Inland Lot No. 179, South Kennedy Road.	30 ft. x 145 ft.	210 sq. ft.	210 sq. ft.
				31.50	203
					5.14

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1265.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th June, 1896. [951]

Shipping.

STEAMERS.

FOR SHANGHAI.

THE Steamship

"DAPHNE"

Captain J. Samuels, will be despatched for the above Port TO-MORROW, the 13th instant, at 4 P.M.

For Freight or Passage, apply to SHIPMEN & Co.

Hongkong, 11th June, 1896. [963]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"JENLEDI"

Captain Farquhar, will be despatched as above on the 14th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th June, 1896. [947]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Mount Lebanon, Monday, 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON"

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on MONDAY, the 15th June.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

Copy must be sent forward by the Steamer to the

care of the GENERAL FREIGHT AGENT, OREGON

Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 27th May, 1896. [882]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Revised Rates.)

THE Company's Steamship

"MOYUNE"

C. H. Kemp, Commander, will be despatched as above on SATURDAY, the 20th instant, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th June, 1896. [944]

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

100 A. I. TONIC

CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.,

APOTHECARIES' HALL.

52]

SOCIÉTÉ ANONYME DE TRAVAUX

DYLE ET BACALAN

Capital: £ 300,000

Head Office: 15, Avenue Malignan, Paris

WORKS IN EUROPE:

A. BORDON (BACALAN), France

at Louvain (DYLE), Belgium

Railways and Tramways, Plans and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axles combined, Permanent Bridges, Railways, Permanent and portable (demonstrable) Bridges for Roads, Tunnels and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS

for

Constructing and Working

Railways and Tramways

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for N. O. FERNANDES and Co., Paris

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all forms of Tubercular and Lung Diseases. It stops coughing, relieves heat and inflammation, overcomes the excessive wasting of the system, and restores the strength and vitality. Its many uses in building up the system are due to its rich and nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON"

Captain R. Branch, will be despatched TO-MORROW, the 13th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [939]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHANG.

THE Steamship

"HUNAN"

Captain Frazier, will be despatched on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [905]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

(At Revised Rates.)

THE Company's Steamship

"HYSON"

J. S. Hogg, Commander, will be despatched as above on WEDNESDAY, the 17th instant, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th June, 1896. [901]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA"

Captain Newcomb, will be despatched on FRIDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1896. [940]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENSHIRE"

Captain Slingsby, will be despatched for the above Port on or about the 24th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th June, 1896. [800]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A. I. American Ship

"T. F. OAKES"

E. W. Reed, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [762]

FOR NEW YORK.

THE "3/4 L. I. American Ship

"LUCIE"

Ballard, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd May, 1896. [764]

FOR SAN FRANCISCO.

THE "100 A. I. British Ship

"SOCOTRA"

Reade, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

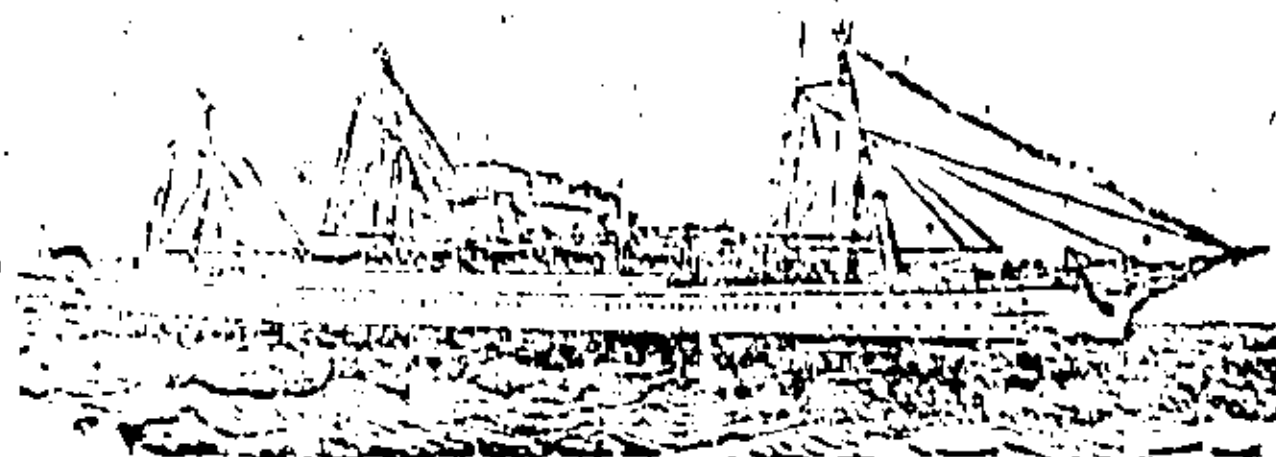
Hongkong, 21st May, 1896. [951]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.

1896.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned, and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 16th June, at Noon.

Bligh (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th July, at Noon.

Capitol (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st July, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 16th June, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd June, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAUHTEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAMIER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA"

Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 18th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Thamez, leaving that port on the 10th July for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 4th June, 1896. [431]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 23rd June.

Sachsen ... Tuesday ... 21st July.

Sachsen ... Tuesday ... 18th August.

Havran ... Tuesday ... 15th Sept.

Prinz Heinrich ... Tuesday ... 13th Oct.

Prinz Heinrich ... Tuesday ... 10th Nov.

ON TUESDAY, the 23rd day of June, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH" Captain O. Cooper, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 20th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 22nd June, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 22nd June. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 30th May, 1896. [875]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN COASTS of the UNITED STATES and CANADA and to Europe.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ANTIPODE MAIL LINES.

HONGKONG TO TACOMA \$25.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ... 2.40 Tuesday ... 1st June 23.

Victoria ... 3.10 Saturday ... 1st July 11.

Olympia ... 2.60 Wednesday ... 1st July 29.

Braman ... 3.01 Sunday ... 1st Aug. 16.

Tacoma ... 2.40 Thursday ... 1st Sept. 3.

Victoria ...